AREA MARITIME SECURITY PLAN

for

NORTHEAST and EASTERN CENTRAL FLORIDA

Developed by the

JMTX Port Security Committee

and

Port Canaveral Security Committee

U.S. COAST GUARD

SECURITY SENSITIVE INFORMATION 01-MAR-04

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1000 AREA MARITIME SECURITY

This section outlines the overall area maritime security framework. This section of this plan has been organized into the following subsections (click on the link to view the section) :

1100 (U) Introduction

The Jacksonville Marine Transportation Exchange (JMTX) Port Security Committee and the Port Canaveral Security Committee have created this Area Maritime Security (AMS) Plan. The purpose of these Port Security Committees and the AMS Plan is to provide a framework for communication and coordination, identification of threats, and reduction of vulnerabilities to terrorist actions in and near the Maritime Transportation System (MTS). This AMS Plan, when implemented in conjunction with the National Maritime Transportation Security Plan and Vessel and Facility Security Plans, is designed to deter, to the maximum extent possible, respond to, and recover from a transportation security incident (TSI).

1200 (U) Letter of Promulgation

AREA MARITIME SECURITY PLAN
for
NORTHEAST AND EASTERN CENTRAL FLORIDA

LETTER OF PROMULGATION

1. **Purpose**. The Area Maritime Security Plan for Northeast and Eastern Central Florida provides local information, specific security measures, a security incident response organization, and detailed plans for responding to transportation security incidents. It was developed to coordinate with local, regional, and national-level multi-organization terrorism prevention and response (security) plans.

2. **Publications Affected**. This plan is effective immediately and supercedes all previous maritime security agreements and plans.

3. **Discussion**. This plan includes information on general authority, doctrine/policy for security and response, assignment of responsibilities, multi-agency response organization, and specific security incident response actions.

4. **Action**. The Commander, Coast Guard Atlantic Area approved this plan on **DATE** . The Northeast Florida Area Maritime Security Plan is the unified policy to be followed by all entities in the Northeast Florida area while conducting preventive security actions and during responses to actual security incidents. All port entities shall assure that personnel performing these duties are trained and qualified to comply with its provisions.

D. L. LERSCH
Captain, U.S. Coast Guard
Federal Maritime Security Coordinator

1300 (U) Authority

Section 102 of the Maritime Transportation Security Act of 2002 (MTSA), P.L. 107-295, mandates the development of maritime transportation security plans. As part of this section, Congress mandated the development of a national, area, facility, and vessel maritime security plans. The Act further requires that a Federal Maritime Security Coordinator (FMSC) be designated and submit an AMS Plan. In the development of this AMS Plan, the FMSC has solicited advice from the two regional Port Security Committees, as required under Federal regulations.

1400 (U) Scope

Pursuant to Title 33 Code of Federal Regulations part 103.100, this Area Maritime Security Plan applies to all vessels and facilities located in, on, under, or adjacent to waters subject to the jurisdiction of the United States within the Area of Responsibility outlined in paragraph 1711. In order to meet the requirements of 33 CFR part 103.404, this plan addresses:

1. Operational and Physical Security Measures implemented by Federal, State, and local governmental agencies in MARSEC One;
2. Operational and Physical Security Measures which must be executed by commercial and private entities in order to protect the port in MARSEC One;
3. Additional Security Measures which governmental agencies, commercial entities, and private citizens must execute without delay when the Coast Guard elevates the Security Level to MARSEC Two and MARSEC Three;
4. The inter-agency coordinating organization required to conduct preventive security operations and to respond to suspicious activities, security breaches, and Transportation Security Incidents;
5. The detailed inter-agency and private/commercial response procedures (doctrine) for suspicious activity reports, security breaches, and Transportation Security Incidents;
6. The details for revising, updating, testing, exercising, and auditing this plan;
7. The measures we will employ to prevent dangerous substances and devices from entering designated restricted areas within the ports;
8. The measures we will employ to prevent people from making unauthorized access into designated restricted areas within the ports;
9. The detailed procedures we have for maintaining and restoring critical port infrastructure in the event of a credible threat or a Transportation Security Incident;
10. The identification of and methods of communication with Company Security Officers; Vessel Security Officers; and Facility Security Officers;
11. The measures we will take to protect the security of information in this plan;
12. The procedures for responding if a vessel security alert system is activated;
13. The procedures for communicating appropriate security information and threat information to the public and to the port community;
14. The jurisdiction of federal, state, indian tribal, and local government agencies and law enforcement agencies;
15. Those facilities otherwise subject to 33 CFR part 105 that the Federal Maritime Security Coordinator has designated as a public access facility, along with the security measures that must be implemented at those areas at the various MARSEC Levels (and who must implement them).

1500 (U) Purpose

The Coast Guard is the Lead Federal Agency (LFA) for Maritime Homeland Security. The Captain of the Port as Federal Maritime Security Coordinator is responsible for developing an Area Maritime Security (AMS) Plan, with advice from the Port Security Committees. The AMS Plan defines the government's (local, state, and federal) obligation and the contributions of other port stakeholders to Maritime Homeland Security. This AMS Plan has been designed to capture the information necessary to coordinate and

communicate security procedures at each Maritime Security (MARSEC) Level. It complements Facility and Vessel Security Plans and is fully integrated with the National Maritime Security Plan.

1600 (U) Assumptions

In preparing this plan the Port Security Committees made the following assumptions:

1. A terrorist incident may occur at any time with little or no warning.
2. Each entity directly or indirectly involved with the Marine Transportation System will participate with the JMTX Port Security Committee or Port Canaveral Security Committee to increase awareness, conduct joint security mission planning, and enhance prevention of terrorist acts.
3. The National Oil and Hazardous Material Contingency Plan, Federal Response Plan, County Comprehensive Emergency Management Plans and other response plans will be activated as necessary for the purpose of response and crisis management due to a terrorist incident.
4. Security must be maintained during response and crisis management incidents.
5. Protection of human life and health are the most important consideration in plan development and execution.
6. Ports are very open and may be susceptible a Transportation Security Incident (TSI).
7. All port areas are susceptible to air attack.
8. It is in the best interest of the U.S. to increase port security by establishing and improving communications among law enforcement officials responsible for port security.
9. It is in the best interest of the U.S. to have a free flow of interstate and foreign commerce and to ensure the efficient movement of cargo.
10. Maintaining continuity of operations and facilitating commerce in the port area is a critical consideration.
11. The transition from Homeland Security to Homeland Defense (under the Department of Defense's Northern Command) occurs when crisis management requires a level of force or scope of operations outside that of law enforcement. Procedures for executing the shift in Lead Federal Agency from the Coast Guard to NORTHCOM will be developed in the future and referenced in this plan.

1700 (U) Situation

The complexity, scope, and potential consequences of a terrorist threat or incident occurring within the MTS requires that there be a coordinated effort between all MTS users and law enforcement agencies. This effort will require open communication, enhanced awareness of potential threats and coordinated procedures for prevention, preparedness, response and recovery. See Appendix 9100 for a discussion of the elements of maritime homeland security. It will require those involved to fully understand their roles in enhancing security.

The Coast Guard and the international maritime community have developed a tiered system of Maritime Security (MARSEC) Levels consistent with the Department of Homeland Security's Homeland Security Advisory System (HSAS). MARSEC is specifically designed to alert users of the MTS. Through this AMS Plan, the stakeholders of the MTS will take certain actions contingent upon the Coast Guard's activation of MARSEC Levels and develop unified preparedness strategies to deter and respond to security incidents. See section 3400 for communication in the ports.

This section defines the physical, economic, and geographic situation, and is organized as follows:

1710 (U) Physical Characteristics

This section outlines the physical maritime characteristics of Northeast and Eastern Central Florida. This section has been adapted and modified from the United States Coast Pilot Volume Four. This section is organized as follows:

1711 Northeast and Eastern Central Florida Area
1712 St. Marys River and Fernandina, chart 11503
1713 St. Johns River and Jacksonville, chart 11486
1714 Intracoastal Waterway and Coastline, chart 11488-11481
1715 Port Canaveral, chart 11478

The following extract from the Coast Pilot Volume Four illustrates these regions and identifies the detailed nautical charts applicable.

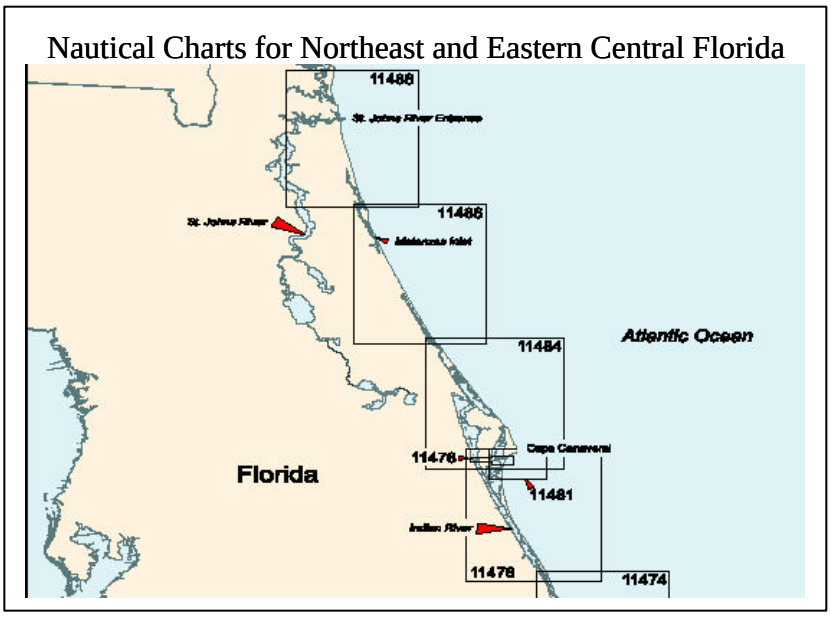

Figure 1710.1

1711 (U) Northeast and Eastern Central Florida Area

The Northeast and Eastern Central Florida Area boundaries are defined in Title 33 Code of Federal Regulations part 3.35-20. Specifically, this plan applies in a the area bounded by a line that:

- starts at the Georgia coast at 30°.50' N latitude;
- thence proceeds west to 30°.50' N latitude, 82°.15' W longitude;
- thence south to the intersection of the Florida-Georgia boundary at 82°.15' W longitude;
- thence westerly along the Florida-Georgia boundary to 83°.00' W longitude;
- thence southeasterly to 28°.00' N latitude, 81°30' W longitude;
- thence east to the sea at 28°.00' N latitude.

The offshore boundary:

- starts at the coast at 30°.50' N latitude;
- thence proceeds easterly to the outermost extent of the Exclusive Economic Zone;
- thence southerly along the outermost extent of the EEZ to 28°.00' N latitude;
- thence westerly along 28°.00' N latitude to the coast.

Figure 1711.1

1712 (U) St. Mary's River and Fernandina - Chart 11503

St. Mary's River and Cumberland Sound: The sound is the approach to the city of Fernandina Beach, the city of St. Marys, the Naval Submarine Base in Kings Bay, and an inland passage to St. Andrew Sound through its connection with the Cumberland River. **Fernandina Beach,** the principal city on Cumberland Sound, is on the east bank of the Amelia River, 2 miles (3.21 km) south of the entrance. It is the shipping port for local woodpulp and paper products. Some coastwise and foreign shipping serve the port. A large shrimp boat fleet operates out of Fernandina Beach. **Fort Clinch,** on the south side of the entrance at the north end of Amelia Island, is a State Park, museum, and recreation area. The old fort and a large red brick building near the inshore end of the south jetty are conspicuous. Camping facilities and a small-craft launching ramp are at the northwest end of the island on the east side of the channel to Fernandina Harbor.

Figure 1712.1

Channels: A federal project provides for a depth of 46 feet (14m) in the entrance channel, thence 42 feet (13m) northward through Cumberland Sound to two turning basins of the same depth in Kings Bay about 9.0 and 10.0 miles, respectively, above the outer ends of the jetties. Turning basins are located on the north and south sides of the entrance channel, about 1.7 miles above the jetties, and have project depths of 42 ft. (13m). A channel leads from inside the bar southward in the **Amelia River** with a project depth of 36 feet through the turning basin; thence 28 feet (8m) to a turning basin off the Rayonier Wharf, about 5.8 miles above the jetties.

The entrance to Cumberland Sound is between two stone jetties. The jetties are in very poor condition with both almost entirely submerged at mean high water. The north jetty is marked off its outer end by a lighted buoy and the south jetty is marked off its outer end by an unlighted buoy. Both jetties are marked on their outer sides by unlighted buoys, and on the inner sides by daybeacons. Currents are strong off the ends of

the jetties. The natural channel between the jetties is subject to frequent change. St. Mary's Approach Lighted Buoy STM, commonly referred to as the St. Marys sea buoy, (30°40'48"N, 81°11'42"W) is 10.9 miles eastward of St. Mary's Entrance. The channel through the bar and the channels inside the sound are marked with lighted ranges, lights, and lighted buoys. Fishing vessels going northward out of the sound use the natural channel off the end of the north jetty marked by a buoy.

Anchorages: Vessels anchor outside St. Marys Entrance about 1 mile northward of the approach range in about 5 to 9 fathoms, sand and mud bottom with good holding ground. Inside the entrance there is fair anchorage along the sides of the channels in Cumberland Sound and in the Amelia River according to draft.

Tides and currents: The mean range of tide is 5.8 feet at the entrance and 6 feet at Fernandina Beach. The tidal currents at the entrance have considerable velocity and are dangerous at times, especially on the flood which generally sets northwestward and on the ebb which sets southeastward except during northeast winds when there is a strong southerly set off the end of the jetties on both tides. This set sometimes attains a velocity exceeding 5 knots. Maximum current velocities are reported to be 2.0 to 3.9 knots in St. Mary's Entrance and 1.0 to 2.5 knots in the Cumberland Sound channel. Freshets in the St. Marys River may cause the ebb to run 7 or 8 hours.

Weather, Cumberland Sound and vicinity: The climate features short, mild winters and warm, humid summers with fog likely on cool, clear winter mornings. About 50 inches (1270 mm) of rain falls on some 70 days annually. Much of the precipitation occurs in showers or thunderstorms from June through September. Temperatures climb above 90°F (32.2°C) on about 55 days and drop to 32°F (0°C) or below on just 10 days, on the average. By far the biggest threat to this pleasant climate is hurricanes, which are most likely from June through November. While the area is vulnerable to this threat, direct landfalling hurricanes are rare, and those that pass offshore cause relatively minor damage. The most dangerous tropical cyclones are those that cross the coast from the east through southeast and those that approach from the south through southwest. During hurricane Dora (September 1964) winds of 85 knots or more extended from St. Augustine to Fernandina Beach. Unusually high tides were generated by prolonged onshore winds. The Amelia River tide gauge recorded readings to 10 feet (3 m) above normal. From experience it can be suggested that, when winds reach 50 knots or more and tides surge to 8 to 10 feet (2 to 3 m) above normal at the Amelia River gauge, there is a likelihood of sudden shoaling in the St. Marys River entrance. A severe threat to shipping should be anticipated when a hurricane is expected to make landfall within 90 miles (167 km) south, or 30 miles (56 km) north, or when a severe tropical storm (50-63 knots) is expected to make landfall within 60 miles (111 km) south, or 20 miles (37 km) north of the St. Marys River entrance.

Wharves: The Ocean Highway and Port Authority of Nassau County owns one major commercial pier on the Amelia River, the Port of Fernandina. There are two privately owned facilities for deep-draft vessels at Fernandina Beach. Both have highway and rail connections. Depths alongside are reported depths. There are numerous smaller facilities along the waterfront which are used for the receipt of seafood and servicing of commercial fishing vessels and small craft.

Container Corporation of America Wharf (30°40'58"N, 81°27'37"W): east side of Amelia River about 1.5 miles above the channel entrance; offshore wharf with 365 feet of berthing space with dolphins; 29 feet alongside; deck height, 14 feet; hose handling equipment; untreated water available; handles fuel oil for plant consumption.

Figure 1712.2

The Port of Fernandina: east side of Amelia River about 1.75 miles above the channel entrance; marginal wharf with 1200-foot face; 36 feet reported alongside; deck height, 12 feet; transit sheds with 200,000 square feet of storage; 12 acres of open storage. Two container cranes, one whirley crane are operated by Nassau Terminals.

Figure 1712.3

Rayonier Wharf: east side of Amelia River, about 1.3 miles southward of the Container Corporation of America Wharf; marginal wharf with 400-foot face, 500 feet with dolphins; 27 to 30 feet alongside; deck height, 14 feet; electrical shore power connections; untreated water available; handles caustic soda, and fuel oil for plant consumption.

Figure 1712.4

Repairs: There are no drydocking or major repair facilities for oceangoing vessels at Fernandina Beach; the nearest such facilities are at Jacksonville. Machine, welding, and electrical shops off the waterfront can make limited above the waterline repairs. The larger of two marine railways is on the east side of Amelia River, about 0.6 mile northward of Rayonier Wharf; vessels up to 130 feet in length and 12-foot draft can be handled for hull, engine, and electrical repairs.

Transportation: Fernandina Beach is served by State Route A1A, CSX Railroad (freight service only), and an airport. There are bus connections to Jacksonville where there are passenger rail connections. Ferryboat service is available to Cumberland Island.

Figure 1712.5

Small-craft facilities: The municipal marina is on the east side of the Amelia River, about 2.3 miles southward of the channel entrance and 0.5 mile northward of Rayonier Wharf. In May 1983, depths of 4 feet were reported in the slips, with depths of 8 feet reported alongside the pier facing the river. Berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies, and a launching ramp are available. A 4-ton fixed lift and a marine railway that can handle craft to 75 feet are available; hull,

engine, and electrical repairs can be made. Gasoline, diesel fuel, and water can also be obtained at the two fuel piers, northward and southward of the marina.

1713 (U) St. Johns River and Jacksonville – Chart 11488

St. Johns River, the largest in eastern Florida, is about 248 miles long and is an unusual major river in that it flows from south to north over most of its length. It rises in the St. Johns Marshes near the Atlantic coast below latitude 28°00'N, flows in a northerly direction, and empties into the ocean north of St. Johns River Light in latitude 30°24'N The river is the approach to the city of Jacksonville and a number of towns near its shores. Some of these places are winter resorts while others are centers of farming districts and citrus groves. Deep-draft vessels go as far as just below the Main Street (John T. Alsop) Bridge. Southward of the Jacksonville bridges, commercial traffic is light and consists almost entirely of oil barges. Many pleasure craft navigate this part of the river, usually going only as far as Sanford, though small boats have navigated the river as far as Lake Washington, 188 miles south of Jacksonville. The Intracoastal Waterway crosses the St. Johns River at nearly right angles about 5 miles above the mouth, at about 30°23.1'N, 81°27.8'W.

Jacksonville has expanded by consolidation to include most of Duval County and is now the largest city in the United States in terms of area; it extends along the St. Johns River from the ocean to the town of Orange Park on the west side of the river and to Julington Creek on the east side. Most of the marine terminals are on the west side of the river about 21 miles above the entrance, just above the point where the river first turns southward. The deepwater port is the largest on the east coast of Florida. It is a major southeastern bulk-handling, distribution, and railroad center. Both general and bulk cargoes are handled, and Jacksonville is a leading southeastern container port. The principal exports are paper products, phosphate rock, fertilizers, chemicals, citrus products, naval stores, tallow, clay, scrap metal, feed, and general cargo. The principal imports are petroleum products, coffee, iron and steel products, limestone, pulpwood, cement, automobiles, lumber, chemicals, alcoholic beverages, and general cargo.

Anchorages: Vessels waiting outside the entrance to St. Johns River can anchor in depths of 36 to 50 feet north-northeastward of the jetties if wind and sea permit. Anchorage south of the south jetty is not recommended because of the heavy shrimp boat activity in that area. Merchant ships are normally anchored either in the area off Talleyrand Docks and Terminals, locally termed the lower anchorage, or in the area off Commodore Point, known as the upper anchorage. Though these are the only practical anchorages available, the holding ground is marginal and both anchorages are somewhat constricted. See 33CFR110.183.

Tides and currents: The mean range of tide is 4.9 feet at St. Johns River entrance and about 1.2 feet at the railroad bridge at Jacksonville. From Jacksonville to Palatka the mean range of tide is about 1 foot. At low-water stages, tidal action is felt to Lake George. The tidal currents are strong in the St. Johns River as far as Jacksonville. The currents at the entrance between the jetties require special attention.

Weather, Jacksonville and vicinity: Jacksonville is near the northern boundary of the trade winds in summer. Winds off the water produce a maritime influence that tempers the heat of summer and cold of winter. Winter storms and severe cold waves often remain north of the area. Occasionally a "nor-easter" will skirt the Florida coast bringing 15- to 30-knot winds, low stratus clouds and drizzle. These are most likely in late summer and fall. This area lies within the hurricane belt although hurricane force winds are rare, since most storms either remain offshore or have tracked inland and weakened. The average high temperature in Jacksonville is 79°F (26.1°C) and the average low is 59°F (15°C). By a fraction of a degree, July is the warmest month with an average high of 92°F (33.3°C) and an average low of 73°F (22.8°C). January is the coolest month with an average high of 65°F (18.3°C) and an average low of 43°F (6.1°C). May through August have recorded temperatures in excess of 100°F (37.8°C) and the all-time maximum temperature is 103°F (39.4°C) recorded in June 1950, June 1954, and again in July 1981. Below freezing temperatures have been recorded from November through March and the record minimum is 7°F (-13.9°C) recorded in January 1985. On average, 83 days each year has a maximum temperature of 90°F (32.2°C) or greater while only 15 days can be expected to have minimums of 32°F (0°C) or below. Over one-third of

the annual average rainfall of 53 inches (1346.2 mm) falls during the summer months of June, July, and August. September is the wettest month averaging 7.67 inches (194.8 mm) and November is the driest month averaging about 2 inches (50.8 mm). Most of the summer rainfall is compliments of convective activity or precipitation of a tropical origin. Snowfall is almost unheard of however small amounts have fallen in each month, December through March. The greatest 24-hour snowfall was 1.5 inches (38.1 mm) falling in February 1958.

On average the Jacksonville area is threatened by tropical cyclones (within 50 nm (93 km) once or twice each year. While this may occur in any month it is most likely from June through October, with a peak in September and November. Most storms cross over the Florida peninsula and weaken. The Port of Jacksonville and Mayport Basin are not considered hurricane havens since surrounding low topography does not provide an adequate windbreak. See Captain of the Port Policy leter 04-02 dated May 30, 2002. Special care should be taken with storms approaching from the southeast. Since 1842, 69 tropical cyclones have come within 50 miles (93 km) of Jacksonville; 21 of those storms have done so since 1950.

In general, prevailing winds are northeasterly in fall and winter and southwesterly in spring and summer, although afternoon sea breezes often bring winds off the water in these latter seasons. Windspeeds are often highest from September through April when they exceed 17 knots about 3 to 8 percent of the time. Local climatic variations are most noticeable in the heat of summer. Along the beach, on 20 to 30 days annually, temperatures reach the 90's (°F) compared to 70 to 80 days near the city. Fog is mainly a wintertime phenomena, rolling in with any easterly wind but often remaining across the entrance when it has cleared elsewhere. In calm weather, smog from fertilizer and paper plants often obscures the channel above Dames Point. Radiation-type fog, which may occur near the city, usually burns off by noon. On the average, there are 25 to 35 days annually, when visibilities drop below 0.5 mile; November through February are the most likely months. Summer showers and thunderstorms are responsible for much of the precipitation in the area. Thunderstorms are most likely during June, July, and August, when they occur on about 10 to 16 days per month. See NOAA Weather Buoys. www.ndbc.noaa.gov.

Channels: Along the coast from Charleston to Jacksonville, the course between the outer lighted whistle buoys (sea buoys) is from 10 to 15 miles offshore. Approaching from the southward, vessels clear Hetzel Shoal before shaping a course for St. Johns River entrance. A Federal project provides for a channel 40 feet deep from the ocean to buoy 59, thence 38 feet deep to a point 2.1 miles north of the Mathews Bridge, thence 34 to 38 feet deep to Commodore Point via Terminal Channel. The main channel is maintained at or near project depths. A lighted buoy with a racon is about 3 miles off the entrance to the river. The entrance channel, between two converging rubblestone jetties, and the channel in the river are marked by lighted and unlighted buoys, lights, and lighted ranges. Overhead power cables with a clearance of 175 feet cross the river about 9 miles above the entrance at Blount Island.

[Reserved photo channels]

Mayport Basin is on the south side of the St. Johns River just inside the entrance jetties and westward of St. Johns Point. A deep channel leads along the inshore end of the south jetty to the basin. It is marked by a 255° lighted range, lights, and lighted and unlighted buoys. The waters of the turning basin are within a prohibited area of the U.S. Naval Station Reservation; commercial and pleasure vessels are prohibited from entering except in cases of extreme emergency. See 33CFR 334.500.

[Reserved photo basin]

Mayport is a town on the south bank of St. Johns River, 3 miles inside the entrance jetties. It has a ferry connection with the town of Fort George Island across the river. The wharves at Mayport are private and are used by fishing vessels. A Coast Guard base is at the southerly end of the waterfront. There is a marina and a yacht basin with reported depths of about 10 feet. See U.S. Army Corps of Engineers Port Series No.15, Port ID 64-77.

[Reserved photo mayport]

The Intra-Coastal Waterway crosses the St. Johns River 5.3 miles from the entrance through Sisters Creek on the north and Pablo Creek on the south. A shipbuilding and drydock company, Atlantic Marine, (USACE Port Series No.15, Port ID 4-7) is on the north side of the river and on the east side of Sisters Creek. The firm builds steel-hulled tugs and fishing vessels and does all kinds of repair work on commercial and Government vessels. There is a 4,000-ton marine railway, several mobile cranes, a floating dry-dock, complete shop facilities, and berths for vessels of up to 585 feet. The marine railway is on the St. Johns side of the yard, while the construction work is done on the Sisters Creek side.

[Reserved photo atlantic dd]

Blount Island, low and sandy with fringing marshes, is on the north side of the St. Johns River about 9 miles above the entrance. The Jacksonville Port Authority terminal near the southwestern tip of the island, and Gate Maritime Terminal in Back River (Gate Maritime Slipway) at the southeastern tip of the island have been described under **Wharves** for the Port of Jacksonville. Blount Island Channel, a cutoff bend of the St. Johns River, extends from the main river channel around the northern side of Blount Island and rejoins the main channel at the southwestern tip of the island. The channel is practically divided near its midpoint by four low fixed bridges with clearances of 18 feet horizontally and 5 feet vertically. Overhead power cables, with clearances of 175 feet, are on both sides of the southwestern-most highway bridge. The Federal project depth for the channel is 38 feet, but the controlling depth is usually considerably less than project depth. Two deep-draft private wharves are on the marked western leg of Blount Island.

[Reserved photo blount island]

The Dames Point Bridge with a clearance of 169 feet crosses St. Johns River just above Blount Island at Dames Point. Broward River, on the north side and 13 miles from the entrance to St. Johns River, has depths of 1 to 3 feet to Cedar Heights. The Heckscher Drive (State Route 105) highway bridge at the mouth has a 40-foot bascule span with a clearance of 13 feet. Overhead power cables at the bridge have a least clearance of 34 feet.

[Reserved photo dames point bridge]

The offshore wharf and shore facilities of a U.S. Navy Fuel Depot are 1.2 miles southwestward of Drummond Point on the northwest side of the St. Johns River, just below the mouth of the Trout River. The wharf has a 351-foot face, 660 feet of berthing space with dolphins, 38 feet alongside, and a deck height of 11 feet. Pipelines extend from the wharf to storage tanks onshore. The fuel depot is in a restricted area. See 33CFR334.510.

[Reserved photo fuel depot]

[Reserved photo trout river]

Trout River, north of downtown Jacksonville, has depths of 7 feet to the mouth of Ribault River and 3 feet to the highway bridge 4.5 miles above the mouth. The entrance is marked by daybeacons. A small repair yard is on the east side of a small cove on the south side of the river about 0.4 mile above the entrance. The yard has berths, electricity, water, two 6-ton lifts, and a marine railway that can handle craft up to 85 feet long or 200 tons. Depths of 8 feet are reported in the approach and alongside. The Main Street (U.S. Route 17) highway bridge 0.9 mile above the entrance has a fixed span with a clearance of 29 feet. The highway bridge, adjacent to the westward, except for the channel span, remains as a fishing pier. The overhead power cable at the bridge has a clearance of 38 feet. The Seaboard System Railroad (SCL) bridge just upstream as a swing span with a channel width of 46 feet and a clearance of 2 feet. The overhead power cable, 0.5 mile above the bridge, has a clearance of 45 feet. A marina on the south side, just east of the Main Street bridge, has berths, electricity, gasoline, diesel fuel, water, and a launching ramp. The Interstate 95 highway bridge, 2 miles above the mouth, has a fixed span with a clearance of 29 feet at the center. State Route 115 highway bridge, 4.5 miles above the mouth, has a 40-foot fixed span with a clearance of 18 feet. The overhead power cable just westward of the bridge has a clearance of 45 feet.

Groups of pilings, sunken wrecks, and barges are near the shores of Trout River. There are numerous private piers and landings on the river. The Jacksonville City Zoo is on the north side of the river downstream of the first bridge.

[Reserved photo bridges]

Bridges: Seven bridges cross the St. Johns River at downtown Jacksonville. The Dames Point Bridge with a clearance of 169 feet crosses the river just above Blount Island at Dames Point. The fixed Matthews highway bridge, 0.5 mile north of Commodore Point, has a clearance of 152 feet across the main (Terminal) channel and 86 feet at the center of the span across Arlington Channel. At Commodore Point, the Hart suspension bridge has a clearance of 135 feet, with 141 feet at the center. Main Street (Alsop) highway bridge, the first of four bridges at Hendricks Point, has a vertical-lift span with clearances of 40 feet down and 135 feet up; the second, Acosta highway bridge, 0.3 mile upstream from the Main Street bridge, has a fixed span with a clearance of 75 feet; the third, the (FEC) Railway Co. bridge adjacent to the Acosta bridge, has a bascule span with a clearance of 5 feet; the fourth, the Fuller Warren highway bridge, has a fixed span with a clearance of 65 feet at the center.

[Reserved ortega bridges photo]

The Ortega River is about 2 miles south of Fuller Warren Bridge (30°18.9'N., 81°40.3'W.) on the west side of the St. Johns River. It is the major yachting center in the Jacksonville area. The mouth of the river is marked by a light. In May 1983, the reported controlling depth was 6 feet across the bar at the entrance, thence 7 feet to the railroad bridge, thence 5½ feet for a distance of 1.4 miles above the second highway bridge. The Grand Avenue (State Route 211) highway bridge, at the entrance to Ortega River connecting Ortega and St. Johns Park has a bascule span with a clearance of 9 feet. The Roosevelt Boulevard (U.S. Route 17) highway bridge, 0.7 mile upstream, has dual fixed spans each with a clearance of 45 feet. The northern 180-foot section of the former highway bascule bridge immediately westward remains as a fishing pier. An overhead power cable with a clearance of 65 feet is at the fishing pier. The Seaboard System Railroad (SCL) bridge immediately westward of the fishing pier has a 40-foot bascule span with a clearance of 2 feet. The Timquana Road highway bridge crossing the river 1.9 miles above the railroad bridge has a fixed span with a clearance of 20 feet.

Jacksonville Naval Air Station extends along the west side of the St. Johns River about 0.7 mile northwestward of and 2.5 miles south-southwestward of Piney Point. A large pier is south of Piney Point. In April 1982, the dredged channel leading to the pier had a controlling depth of 14 feet to the outer end of the pier except for shoaling to 13 feet along the northeast edge of the basin, thence 16 feet north and 11 feet south of the pier. Another dredged channel leads to a small basin and marina at the station about 2.4 miles southward of Piney Point. In 1978, the controlling depth was 9 feet in the channel and 6 feet in the basin except for shoaling to 3 feet at the west end. See 33CFR 165.

[Reserved nas jax photo]

The twin fixed spans of Highway 295 bridge (Buckman Bridge), with clearances of 65 feet cross the St. Johns River just below the Naval Air Station, 2.5 miles southward of Piney Point.

[Reserved buckman bridge photo]

Doctors Inlet, 10.5 miles southward of Fuller Warren Bridge, is the entrance to Doctors Lake from the St. Johns River. In May 1983, the inlet had a reported controlling depth of 12 feet, thence general depths of 7 to 12 feet to the head of the lake. Because of extensive shoals on both sides of the inlet, midchannel courses must be steered from abeam of Light 10 until through the inlet. The lake is an excellent fishing ground for sportsmen and haven for small boats in stormy weather. U.S. Route 17 fixed highway bridge with a clearance of 37 feet crosses the mouth of Doctors Inlet.

[Reserved doctors inlet photo]

Julington Creek, 13 miles south of Fuller Warren Bridge on the east bank, had a reported controlling depth of 5 feet in May 1983, to State Route 13 highway bridge about a mile inside the entrance, thence 4½ feet for another 1.3 miles. The highway bridge has a 44-foot fixed span with a clearance of 15 feet. An overhead power cable with a clearance of 40 feet crosses the creek at the bridge on the east side. The southern city limit of Jacksonville follows the north side of Julington Creek.

[Reserved julington creek photo]

Green Cove Springs has a port and airport located at the Green Cove Springs Navy Base which was closed in the 1960's.

Wharves: Of the 23 principal piers and wharves described for the port, many are operated by the Jacksonville Port Authority; others are privately owned and operated. Most of the terminals have excellent highway connections. Three switching railroads connect the terminals and the three major railroads serving Jacksonville. General cargo at the port is usually handled by port cranes, and equipment is available for all lifts.

Celotex Corp. Dock: west side of Blount Island Channel (old river channel), 0.35 mile northward of the southwest tip of Blount Island; offshore wharf with 20-foot face, 536-foot berth with dolphins; deck height, 10 feet; adjustable receiving hopper on wharf

[Reserved celotex corp photo]

connected by conveyor to open storage area.

Gate Maritime Terminal: five berths, capable of berthing vessels in excess of 1,000 feet along both sides of Back River (Gate Maritime Slipway), at the southeast end of Blount Island; maximum draft permitted alongside is 37ft (berths 1-2) and 38 ft (berths 3-4); deck height, 10 feet; one 40-ton crane; water and electrical connections; receipt and shipment of miscellaneous bulk materials, notably gypsum and lime rock, mooring vessels and harbor tugs, and handling heavy-lift items and military cargo; used by commercial and government vessels; owned and operated by Gate Maritime Properties, Inc. See USACE Port Series No.15, Port ID 8-12.

[Reserved gate maritime photo]

St. Johns River Coal Terminal: on main St. John River channel east of Jacksonville Port Authority berths, 10 miles above St. Johns River entrance; 808-foot bulkhead wharf; 38 feet alongside; deck height 9 feet 45-ton clamshell bucket unloader, unloads coal on to a conveyor system which transports coals to a coal-fired generation station 3.5 miles inland, unloading rate 750-1500 tons per hour; operated by St. Johns River Power Park. See USACE Port Series No.15, Port ID 13.

Blount Island Terminal: seven berths on the main St. Johns River channel on the west part of Blount Island, 10 miles above St. Johns River entrance; 5,250-foot bulkhead wharf; 38 feet alongside; deck height, 9 feet; cranes to 45 tons; handles containerized, conventional, and roll-on roll-off general cargo, automobiles, steel products, kraft paper, and lineboard rolls; operated by Jacksonville Port Authority. A 600-foot dock on the west side of Blount Island is operated by the port and used for the loading and unloading of automobiles. See USACE Port Series No.15, Port ID 14-18.

[Reserved blount island photo]

North Side Generating Station Wharf: northwestern side of Blount Island Channel, 1.15 miles northeastward of Kaiser Gypsum Co. Wharf and 0.2 mile southwestward of the Blount Island highway bridge; offshore wharf with 60-foot face, 700 feet with mooring dolphins; 36 feet alongside; deck height, 13½ feet; fuel oil for plant consumption; operated by Jacksonville Electric Authority. See USACE Port Series No.15, Port ID 19.

[Reserved generating station photo]

Dames Point Aggregate Docks: (reserved)
Dames Point Cruise Terminals: (reserved)
Ed Austin Terminal: (reserved)

Amerada Hess Corp., Jacksonville Terminal Wharf: north side of St. Johns River at mouth of Broward River, 0.3 mile east-northeastward of Drummond Point; offshore wharf with 300-foot face, 800 feet with mooring dolphins; 38 feet alongside; deck height, 12 feet; handles petroleum products, Bunker C, and occasional loading of

[Reserved amerada photo]

harbor bunkering barges. See USACE Port Series No.15, Port ID 22.

Drummond Point Terminal: extending from Drummond Point; offshore wharf with 143-foot face, 1,000-foot berth with dolphins; 38 feet alongside; deck height, 12 feet; hose-handling derrick; handles petroleum products and loading harbor bunkering-barges; operated by BP. See USACE Port Series No.15, Port ID 23.

U.S. Gypsum Co. Pier: just south of Trout River entrance on west side of St. Johns River at 30°23'01.5"N, 81°37'55.0"W; pier 616 feet long and 42 feet wide, berthing only along south side, usable space 455 feet with dolphins; 33 feet alongside; deck height, 6 feet; self-unloading vessels discharge into a hopper served by a conveyor system, which extends full length of pier to an open storage area ashore handles gypsum rock. See USACE Port Series No.15, Port ID 26.

ST Services Wharf: 0.34 mile southward of U.S. Gypsum Co. Pier, west side of river; offshore wharf with 80-foot face, 1,000 feet with mooring dolphins; 38 feet alongside; deck height, 12 feet; handles petroleum products. See USACE Port Series No.15, Port ID 28-29.

[Reserved sts services photo]

PCS Phosphate: on south side of entrance to Long Branch Creek, offshore wharf consisting of a line of dolphins connected by catwalks, 800-foot berth; 38 alongside; deck height, 10 feet; 2 loading towers, each with a loading rate of 3,000 long tons per hour; towers are served by conveyor from phosphate storage silos, handles phosphate rock, phosphoric acid, and phosphatic products. The facility is closed. See USACE Port Series No.15, Port ID 30.

Alton Box Board Co. Fuel Dock: 30°22'03"N, 81°37'31"W; offshore wharf with mooring dolphins in line with face, 51-foot face, 250-foot berth with dolphins; 24 feet alongside; deck height, 10 feet; hose-handling derrick; pipeline connects wharf and storage tanks; handles fuel oil for plant consumption. Facility closed and entered caretaker status in 2003. See USACE Port Series No.15, Port ID 31.

J. Dillon Kennedy Generating Station Wharf: 30°21'53"N, 81°37'22"W; offshore wharf with 101-foot face 220-foot berth with two dolphins; 28 feet alongside; deck height, 10 feet; handles fuel oil for plant consumption; operated by Jacksonville Electric Authority. See USACE Port Series No.15, Port ID 32.

[Reserved kennedy photo]

Coastal Fuels Marketing, Inc. Terminal wharf: west side of river, 0.29 mile southeastward of J. Dillon Kennedy Generating Station Wharf; offshore wharf with 140-foot face, 750-foot berth with dolphins; 32 feet alongside; deck height, 13 feet; hose-handling derrick; handles asphalt products. See USACE Port Series No.15, Port ID 33.

[Reserved coastal fuels photo]

Chevron Tanker Dock: west side of river, 0.16 mile south of Belcher Oil Co. Terminal Wharf; 50-foot face, 280-foot berth with dolphins; 36 feet alongside; deck height, 12 feet; hose-handling

derricks; handles petroleum products; operated by Chevron USA, Inc. See USACE Port Series No.15, Port ID 34.

Talleyrand Marine Terminal : west side of river at 30 20'42" N, 81 37'20" W; approximately 21 miles from the entrance to the St. John's River; 173 acres of lighted and secured cargo storage area; eight berths providing 4,800 feet of continuous berthing space; five container cranes, two rubber tired gantry cranes, one 100-ton multi-purpose whirly crane, tanker discharge facilities and three 40-ton container stackers; apron width 80 feet; depth alongside MLW: 36 feet; deck height above MSL: 7 feet; handles containerized cargo, general cargo, refrigerated and frozen cargo, automobiles, molasses, caustic soda, lumber, steel products, chemicals and lignin sultanate. Talleyrand Terminal Railroad, a rail switching contractor to Jaxport, provides on-dock switching for CSX, Norfolk Southern and Florida East Coast Railroad. Municipal Docks Railway connects the terminal with all trunk carriers serving the port. See USACE Port Series No.15, Port ID 36-38.

[Reserved photo talleyrand terminal]

Jacksonville Port Authority, 8th Street Terminal : west side of river at 30°20'42"N, 81°37'20"W; 700-foot bulkhead wharf; 36 feet alongside; deck height, 9 feet; handles automobiles; operated by Joyserv Co. Ltd. See USACE Port Series No.15, Port ID 39.

Crowley Liner Services Trumbull Asphalt Dock: west side of river 0.7 mile north of the Matthews bridge; 425-foot face; 26 feet alongside; deck height 9 feet; receipt of asphalt. See USACE Port Series No.15, Port ID 40.

Crowley TMT Barge Dock: west side of river immediately south of the CLS Trumbull Asphalt Dock and 0.5 mile north of the Matthews bridge; 3 mooring dolphins extend out in a line from the West bank 430 feet; 260-foot face; 23 feet alongside; deck height, 9 feet; 3 deck roll-on/roll-off ramp; handles containerized ro-ro general cargo, automobiles, and heavy-lift items. See USACE Port Series No.15, Port ID 41.

[Reserved photo crowley]

Commodore's Point Terminal Wharf: west side of the river at Commodore Point; 700-foot face; 27 feet alongside; deck height, 5½ feet; handles conventional general cargo, petroleum products, chemicals bulk cement, bananas, and fertilizer; various operators. See USACE Port Series No.15, Port ID 44-46.

[Reserved photo commodores point]

The Landing: (reserved) See USACE Port Series No.15, Port ID 42,43,48-51.

Adam's Mark: (reserved) See USACE Port Series No.15, Port ID 57.

Repairs: A shipyard is on the river at the junction with Sisters Creek (Intra-Coastal Waterway), see USACE Port Book Series No.15, Port ID 4-7, and has a 4,000-ton marine railway and a floating drydock. A shipyard on the west bank of the river at Commodore Point has a floating drydock with a 2,800-ton lift capacity for vessels up to 389 feet in length and 3 wet berths for vessels up to 700 feet in length and 25-foot

draft with complete shipyard facilities available. See USACE Port Series No.15, Port ID 46-47. In addition to the shipyards, Jacksonville has all types of specialized marine manufacturing, sales, and repair firms which handle such items as electronic equipment, electric motors and other components, ventilation and air conditioning systems, shafts and propellers, etc.

Transportation: The port is served by three railroads - CSX, Norfolk Southern and Florida East Coast Railway Company. The Jacksonville Port Authority contracts Talleyrand Terminal Railroad to provide rail switching services to its tenants at the Talleyrand Marine Terminal. CSX provides switching services to tenants of the Blount Island Marine Terminal. Excellent highways reach the city, and there is an expressway system providing rapid transportation within the city; the primary highways leading from Jacksonville are Interstate Highways 10 and 95, and U.S. Routes 1,17 and 90. Jacksonville International Airport, is approximately 10 miles north of the city center and is served by six airlines. Both passenger and air freight service is available. There are also three general-aviation airports in the city. Numerous steamship lines connect with most of the principal foreign and domestic ports. Barge service is available for the Intracoastal Waterway, coastwise, and up the St. Johns River as far as Sanford.

1714 (U) Intracoastal Waterway and Coastline – Charts 11488 & 11481

[Reserved photo kings bay]

The Intra-Coastal Waterway enters Cumberland Sound from the Cumberland River and continues through the Amelia River on the south. **Beach Creek** extends northward into Cumberland Island from a point just inside the entrance to Cumberland Sound. In February 1978, 2 feet was reported at the entrance, and the creek dried about 0.2 mile below Dungeness. **Kings Bay** is in the northwesterly part of Cumberland Sound, about 5 miles above its southerly entrance. The Naval Submarine Base here has a drydock and a 2,000-foot wharf with depths of 40 feet reported alongside in May 1983; deck height is about 14 feet. A rail spur line connects the terminal with the Seaboard System Railroad; two transit sheds and two 10-ton mobile hoists are available. See 33CFR 165.731. The facility is owned by the U.S. Government. A **regulated navigation area** has been established in Cumberland Sound in the vicinity of Kings Bay. See 33CFR165.730.

[Reserved photo st marys]

St. Marys River, the principal tributary of Cumberland Sound, enters from westward, and is a portion of the boundary between Georgia and Florida. It is used primarily by shrimp fishermen and tugs towing fuel oil as far as the city of St. Marys. The controlling depth in the channel to St. Marys is about 14 feet. Above St. Marys a vessel with a draft of 10 feet or less should have little difficulty going as far as Kings Ferry, which is 32 miles above the mouth. The river is very crooked, and some of the turns are sharp. Unpredictable currents have been reported in the entrance to the river, at the junctions with Jolly and North Rivers, and along the piers at St. Marys. The mean range of tide is 5.8 feet at the entrance, 6 feet at St. Marys, and 4.8 feet at Crandall, 5 miles above the mouth. The water is fresh above the Seaboard System Railroad bridge, 20 miles above the mouth. The twin fixed spans of U.S. Route I-95 highway bridge with a clearance of 35 feet crosses St. Marys River about 15.2 miles above the mouth. U.S. Route 17 highway bridge at Wilds Landing, 20 miles above the mouth of the river, has a swing span with a clearance of 5 feet. The Seaboard System Railroad bridge just upstream has a swing span with a clearance of 5 feet. Overhead power cables close upstream of the bridge have a least clearance of 55 feet.

The town of **St. Marys** is on the north bank of St. Marys River, 4 miles above the mouth. The larger wharves here are used by fishing boats and have depths of about 13 feet alongside. A U.S. Coast Guard

Martime Safety and Security Team is stationed in St. Marys. Diesel fuel and water are available. However, it is reported that strong currents, the large tidal range, and the exposure to winds refuge in bad weather by anchoring near the pulp mill 1 mile up North River or near the bridges 16 miles above St. Marys on the St. Marys River. **North River** branches from St. Marys River about 2 miles above its mouth. In May 1983, it was reported that a draft of 7 feet could be carried to the pulpmill dock up the river. **Bells River** branches from St. Marys River about 1.5 miles above the town of St. Marys. It flows in an easterly direction to its junction with the Amelia River at Fernandina Beach. In May 1983, the reported controlling depth was about 4 feet. **Chester,** a town on the river, has a number of small docks which were reported in ruins in May 1983. **Jolly River** branches eastward from Bells River about 6 miles above its mouth, and empties into Cumberland Sound at the mouth of St. Marys River. In May 1983, the reported controlling depth was about 7 feet. **Lanceford Creek** branches from Amelia River west of Fernandina Beach. The southern entrance where it joins Amelia River dries clear across. In May 1983, it was reported that with local knowledge a depth of about 7 feet could be carried from the creek's eastern entrance, junction with Bells River, to the docks at **Black Rock.** The creek widens off the docks into tidal flats which bare at low water. Small boats cross from the creek to Amelia River at high tide through **Soap Creek,** which passes through numerous mud flats and oyster beds that bare at low tide.

[Reserved photo coastline islands]

From St. Marys Entrance to St. Johns River the coast is formed by the shores of Amelia, Talbot, Little Talbot, and Fort George Islands. **Amelia Island** is nearly north and south, with a length of about 12 miles and a width varying from 1 to 2.5 miles. The island is low and gently undulating with heavy woods along the shore. In front of the woods a range of sand dunes, partly covered with coarse grass and scrub, backs the broad stretch of white sand beach. Several landmarks are prominent along this stretch of the coast. About 3 miles south-southeast of Amelia Island Light is a pier extending 800 feet into the ocean. The western portion of Amelia Island is marshy. Separating the island from the mainland is a broad stretch of marsh through which flow the Amelia and South Amelia Rivers connecting Cumberland Sound and Nassau Sound.

Nassau Sound is 10 miles southward of Amelia Island Light and 6 miles northward of St. Johns River. The entrance is obstructed by shifting shoals which extend about 1.5 miles seaward and form a shallow bar. Breakers form across the entire entrance. The mean range of tide in Nassau Sound is 5.4 feet. Route A1A highway toll bridge, 1 mile above the entrance, has a swing span with a clearance of 15 feet. Vertical clearance of the bridge through the bents is about 9 feet. A small-craft launching ramp is on the south side of the bridge. South Amelia River and Nassau River are the principal tributaries of Nassau Sound.

South Amelia River enters from the northward and is a portion of the Intra-Coastal Waterway. **Nassau River** enters Nassau Sound from the northwestward. **Nassauville** is a small settlement on the north bank of the river, 7 miles above the entrance to the sound, with private piers adjoining private homes and a fishing camp. Local knowledge is necessary to carry the best water to Nassauville and **Christopher Creek,** where there is a private marine railway which can haul out craft up to 50 feet in an emergency. **Alligator Creek** connects South Amelia River and Nassau River. Its twisting channel leads through tidal flats and between oyster bars. **Sawpit Creek** enters the sound from the westward. Route A1A highway bridge, crossing the creek about 0.3 mile above the mouth, has a 38-foot fixed span with a clearance of 15 feet. A portion of this creek forms a part of the Intra-Coastal Waterway.

Talbot Island, about 5 miles in length and 1.5 miles in width, is partly wooded and partly marshy. Along the marshy eastern shore flow several creeks which separate Talbot and Little Talbot Islands. Talbot Island, Little Talbot Island, and Fort George Island form a State park and recreation area and are connected to Amelia Island and the mainland by a paved highway and bridges. The road also leads to Jacksonville along the north bank of the St. Johns River with a ferry connection at Fort George Island to the south bank of Mayport.

Little Talbot Island, a strip of low flat land about 4 miles long and averaging about 0.8 mile wide, lies in a north-south direction. The island is wooded along its outer coast. From seaward it shows a strip of dark woods with many conspicuous sand dunes near the beach. Its south end runs off in a low point of bare sand bordering on Fort George In let.

Fort George Inlet is a narrow body of water separating Little Talbot and Fort George Islands. The inlet changes rapidly due to shifting sands at its entrance. The Heckscher Drive (State Routes 105-A1A) highway toll bridge near the entrance to the inlet has a 38-foot fixed span with a clearance of 15 feet at the center. An overhead power cable at the bridge has a clearance of 40 feet. A fish camp is on the west bank immediately above the bridge.

[Reserved photo bridge]

Fort George Island is westward and southward of Fort George Inlet. Its eastern shore, forming the coastline, shows a broad strip of white sand beach backed by a range of high hills. The island is separated from the mainland by Sisters Creek.

The coast from St. Johns River to Cape Canaveral trends south-southeastward for 125 miles. Three inlets, St. Augustine, Matanzas, and Ponce de Leon indent the coast. From St. Johns River to Ponce de Leon Inlet the coast is a continuous range of sand dunes backed by woods. The section southward of Ponce de Leon Inlet for 25 miles is formed by a very narrow strip of lowland lying between the sea, Indian River North, and Mosquito Lagoon. From seaward this coast shows a low line of sand dunes partially covered by grass and scrub trees with distant woods showing over them. The only natural object distinctive in appearance is Turtle Mound, a green hillock about 10 miles south of Ponce de Leon Inlet. The woods in the vicinity of Cape Canaveral are farther back from the beach and are less distinct when seen from seaward.

The depths from St. Johns River to Cape Canaveral are irregular. Depths of 5 to 7 fathoms are 1 mile offshore, while a depth of 3 fathoms is within 0.4 mile of the shore except off the entrances to St. Johns River, St. Augustine Inlet, Ponce de Leon Inlet, and from about 7 miles north of False Cape to Cape Canaveral. A 179°-359° measured nautical mile is just southward of the entrance to St. Johns River; the markers are located northward and southward of St. Johns Light. A submerged instrument platform that extends about 6 feet from the bottom is 5.8 miles south of St. Johns river in about 30°18.1'N., 81°23.0'W. Shoal spots with depths of 33 to 38 feet are from 4 to 6 miles offshore and from 12 to 16 miles north-northeastward of St. Augustine Light. These shoals are about 8 miles long in a southeasterly direction and about 2.5 miles wide. A swash channel with depths of 40 to 50 feet is inside these shoals.

Off Ponce de Leon Inlet 10 fathoms will be found within 2 miles of the beach. A wreck with 35 feet over it and shoals with a least depth of 35 feet are 5 to 7 miles north-northeastward of Ponce de Leon Inlet, and privately marked and unmarked fish havens extend 11 miles offshore northeastward and 13 miles offshore southeastward of the inlet. A dangerous sunken wreck is about 1.7 miles east-southeast of the inlet. Going southward the 10-fathom curve gradually works offshore to a distance of 10 miles off False Cape. From about 7 miles north of False Cape to Cape Canaveral there are dangerous shoals.

St. Augustine and Vicinity: St. Augustine Inlet is 30 miles south of the St. Johns River entrance. St. Augustine, the oldest city in the United States is 2 miles inside the entrance. Fort San Marco is a prominent historic landmark found there. The coast between St. Johns River and St. Augustine Inlet is straight with the 5-fathom curve about 0.5 mile offshore except at the entrances.

[Reserved photo st aug inlet]

St. Augustine Channels and Anchorages: The entrance channel to St. Augustine Inlet is subject to frequent change in depth and direction due to current and storm action; it is protected by a partial groin on the north side and by a jetty on the south side. Dangerous and shifting shoals extend 1 mile seaward. A lighted whistle buoy marks the approach, and buoys mark the channel. These aids are not charted since they are moved frequently with changing conditions to mark the best water. There is good anchorage in the Matanzas River at St. Augustine both below and above the Bridge of Lions. This anchorage, however, is not used as a harbor refuge because during strong northeasterly and northwesterly winds the sea makes the bar impassable even for small vessels. A more protected anchorage in depths of 20 feet, hard sand bottom, is reported in Salt Run, close south-southeastward of St. Augustine Inlet.

The Intra-Coastal Waterway enters the St. Augustine Inlet from the north through Tolomato River and continues southward through Matanzas River. The San Sebastian River flows past the west side of the city of St. Augustine and empties into the Matanzas River 1.4 miles south of the Route A1A highway bridge. In 1996, the controlling depth in the channel, marked by daybeacons, was 6 feet (8 feet at midchannel) to Kings Street Bridge. The overhead power cable crossing the river about 300 yards south of the Kings Street Bridge has a clearance of 66 feet.

St. Augustine Harbor regulations and Facilities: A dockmaster controls moorage at the city yacht pier. A number of small private landings are on the east side of the city, north and south of the bridge. The city yacht pier is about 100 yards south of the Bridge of Lions which crosses the Matanzas River opposite the center of the city. In 2002, an alongside depth of 18 feet was reported.

A privately marked channel with a reported controlling depth of 5½ feet in 2002 leads to a marina on the west side of Salt Run.

An extensive shrimp industry is conducted along the wharves in the upper part of the river, being supplied by seagoing shrimp boats during the shrimp season. Several small shipyards and shrimp boatbuilding yards are along the river. Shrimp boats up to 150 feet long can be handled for general repairs.

[Reserved photo matanzas inlet]

Matanzas Inlet and vicinity: Matanzas Inlet is 11 miles southward of St. Augustine Light. It affords an outlet for Matanzas River, which extends northward to St. Augustine and southward, following the coast for a distance of 8 or 10 miles to Graham Swamp. The inlet is obstructed by a shifting bar, and breakers extend across the entire entrance in normal weather. However, in May 1983, it was reported that with local knowledge about 3 feet could be carried through the entrance. The Intra-coastal Waterway passes through a land cut of the Matanzas River just inside the entrance.

State Route A1A highway bridge across the inlet has a 41-foot fixed span with a clearance of 10 feet. An overhead power cable crossing on the west side of the bridge has a clearance of 32 feet. Fort Matanzas National Monument is about 1 mile northwestward of the inlet.

At Marineland, 13.6 miles southward of St. Augustine Light, is a conspicuous building housing an oceanarium. Flagler Beach is 26.5 miles southward of St. Augustine Light. The microwave tower and ocean pier are good landmarks. The T-shaped pier extending offshore is 650 feet long and 20 feet wide. Daytona Beach is a popular winter resort about 42 miles southward of St. Augustine Light. The buildings, water tanks, and radio towers are visible from seaward. The large recreation pier on the oceanfront is a prominent landmark for passing vessels.

The San Sebastian River joins the Intracoastal Waterway one mile south of downtown St. Augustine. It is the home of several marinas and the production facility for Mainship and Luhrs Yachts.

Ponce De Leon Inlet and vicinity: Ponce de Leon Inlet (see chart 11485) is 53 miles southward of St. Augustine Light and 41 miles northwestward of Cape Canaveral Light. It is used by both recreational and small commercial vessels bound for New Smyrna Beach or Daytona Beach, as well as others entering for an anchorage. Ponce de Leon Inlet Light (29°04'50"N, 80°55'41"W), 159 feet above the water, is shown from a red brick conical tower on the north side of the inlet. The inlet, protected at the entrance by jetties, is entered through a channel that leads over a bar and through the jetties. The outer end of the north jetty is marked by a light, and the inner end of the jetty is awash. In June 2002, severe shoaling existed across the entire channel. To prevent silting, a weir is at the inshore end of the north jetty and an impoundment basin is close southward. The current through the inlet is strong. It is reported that the average ebb is 3 knots, however, this can increase to 5 or 6 knots with southeasterly winds. The mean range of tide is 2.3 feet, and high water occurs about the same time as at Mayport.

[Reserved photo ponce inlet]

Inside the inlet, three channels lead to the Intra-Coastal Waterway; northward through Halifax River, westward through Rockhouse Creek, and southeastward through Indian River North. The channels through Halifax River and Indian River North are marked by buoys. In May 2001, the controlling depth was 1.0 foot in the left outside quarter of Halifax River; thence in 1986, the midchannel controlling depth in Rockhouse Creek was 7 feet; thence in May 2001, using local knowledge, 1.1 feet could be carried to the Intra-Coastal Waterway by way of Indian River North.

About 10 miles southward of Ponce de Leon Inlet is Turtle Mound, a prominent hill 50 feet high. It is under the protection of the Florida State Historical Society. The original Indian name was Mount of Surruque. It was charted on Florida maps in 1564. Spanish galleons stopped here for repairs, wood, and water. Eldora is a fishing camp 11.5 miles southward of Ponce de Leon Inlet. False Cape, about 7.5 miles northward of Cape Canaveral Light, is the name given to a small part of the coast which it resembles when seen from seaward.

1715 (U) Port Canaveral – Chart 11478

Port Canaveral and Vicinity: The John F. Kennedy Space Center and the Cape Canaveral Air Force Station occupy most of Canaveral Peninsula and Merritt Island, the large land areas between the ocean and the Banana and Indian Rivers, from Mosquito Lagoon on the north to Port Canaveral on the south. The huge Vehicle Assembly Building at the center, said to be one of the world's largest buildings, is visible far from shore. When closer in, other buildings and the mobile service towers at the cape are also conspicuous from all directions.

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 25-mile radius of Cape Canaveral because missile debris containing unexploded ordnance exists in the area. Ordnance disposal personnel occasionally detonate explosives on the beaches in the vicinity of the cape.

Cape Canaveral, where the coast makes a sharp bend westward, is low and sandy. The shore in the vicinity of the cape is constantly moving eastward. Cape Canaveral Light (28°27'37"N, 80°32'36"W), 137 feet above the water, is shown from a white and black horizontally banded conical tower 1 mile inshore from the cape.

[Reserved photo cape]

A Security Zone has been established to include certain land and water areas at Port Canaveral and adjacent areas at Kennedy Space Center and Cape Canaveral Air Force Station. During certain operations the Security Zone may be temporarily expanded. See

33CFR165.755.

Shoals extend 13 miles north and northeast from Cape Canaveral; mariners should use care when in the vicinity of the shoals. The outer shoals consisting of Hetzel Shoal, Ohio Shoal, and The Bull have a least depth of 11 feet. The inner shoals consisting of Chester Shoal and Southeast Shoal have depths of 2 to 18 feet. A lighted whistle buoy is 2.5 miles northeast of Hetzel Shoal. A lighted buoy is off the southeast end and along the south side of Southeast Shoal. In a heavy sea the shoals are marked by breakers, but with a smooth sea there is nothing to indicate them except their relative positions to Cape Canaveral Light and the lighted buoys. Only small light-draft vessels in calm seas should pass inside the outer shoals. Several wrecks are east of Cape Canaveral within 13 miles of the shore. They have been cleared by a wire drag to a least depth of 43 feet. An unmarked sunken wreck is north of Ohio Shoal in about 28°39.7'N., 80°23.3'W.

A danger zone for missile testing extends 3 miles offshore from False Cape to the entrance to Port Canaveral. See 33CFR165.755. Canaveral Bight, on the south side of the cape, is in the danger zone.

Port Canaveral is 4 miles southwest of Cape Canaveral Light and 150 miles south of the entrance to the St. Johns River. The city of Cape Canaveral is just southward of the port. The principal commodities handled in the harbor are petroleum products, cement, asphalt, salt, general cargo, citrus products, and newsprint. Commercial party fishing vessels, cruise ships, and many pleasure crafts operate from the port.

[Reserved photo port c from sea]

Channels: A U.S. Navy project for Port Canaveral provides for an entrance channel 44 feet deep to East Basin, thence 41 feet in East Basin. A Federal project provides for a channel 40 feet deep from East Basin to Middle Basin, thence 35 feet deep in Middle Basin, thence 31 feet deep from Middle Basin to West Basin, and thence 31 feet in West Basin. The harbor is maintained at or near project depths. The entrance to the harbor is protected by jetties. The approach channel is marked by white 310° lighted range and lighted buoys; the entrance channel between the jetties is marked by a green 270° lighted range, a light, and lighted and unlighted buoys. The entrance to East Basin is marked by a red 325°30' lighted range. Canaveral Barge Canal leads westward to Banana River and the Intracoastal Waterway from the western end of the harbor just west of West Basin entrance. The Navy pier on the east side of Middle Basin is within a restricted area, and East Basin is within a danger zone. See 33CFR165.754.

From southward of the shoals at Cape Canaveral to Bethel Shoal, a distance of about 43 miles, the shore is straight. The 5-fathom curve is from 0.3 to 1 mile offshore along this section of the coast.

Weather, Port Canaveral and vicinity: Tropical cyclones are a threat from about June through November. There are roughly four peak periods within this season. A slight maximum occurs in early June while more defined peaks occur in early August, early September and mid-October. The probability of at least one occurrence of gales from a tropical cyclone in 1 year is about 36 percent while the chance of two occurrences drops to 6 percent.

Windspeeds of 17 knots or more are most likely from October through April when they occur 3 to 7 percent of the time at Cape Canaveral and 10 to 17 percent of the time at Patrick Air Force Base, about 13 miles south of the port. Thunderstorms are observed on about 70 days annually with a peak of 10 to 15 days per month from June through September. These are most likely during the late afternoon and early evening. Visibility is generally good, outside of showers. However, in December, January, and February, visibility drops below 0.5 mile (0.9 km) on about 2 to 4 days per month; they usually improve by midmorning. Temperatures only reach 90°F (32.2°C) or more on about 16 to 18 days annually but climb into the 80's (27.2° to 32.2°C) range on a little less than 200 days each year. Freezing temperatures are recorded just once or twice per year, on the average.

Harbor regulations: The Canaveral Port Authority has jurisdiction and control over port areas and facilities not under the control of the federal government. Vessels are ranked for movement priority. Emergency movements are first priority. Naval vessels engaged in demonstration and shakedown operations and regularly calling cruise ships have second priority. Generally all other vessels move on a first come, first served basis. Port regulations are contained in the Port Authority tariff. In addition, Operational Guidelines for the port have been promulgated by the Port Authority in consultation with the U.S. Coast Guard, U.S. Navy, U.S. Army Corps of Engineers, other interested parties and the pilots. Copies of both publications are available from Canaveral Port Authority, P.O. Box 267, Cape Canaveral, Florida 32920-0267. The Port Authority enforces regulations and assigns berths.

Wharves: Port Canaveral has commercial berths owned by the Port Authority. Middle and West Basins are used by commercial vessels as well as at the north and south sides of the Inner Reach; cruise ships usually berth in the West Basin. Canaveral Port Authority maintains an internet website at www.portcanaveral.org. This internet site provides descriptions of port facilities and maximum allowable drafts. Information about facilities is also published in the U.S. Army Corps of Engineers Port Series No. 16.

Facilities on the south side of Inner Reach:

Canaveral Port Authority, Cruise Terminals No. 4 (28°24'33"N, 80°35'46"W): 750-foot face; 31.5 to 33 feet alongside; deck height, 10.5 feet; mooring cruise vessels; boarding passengers; owned and operated by Canaveral Port Authority. (Cruise Terminals 2, 3 and 4 form a continuous berth, 2,153 feet long.) See USACE Port Series No. 16, Port ID 128.

[Reserved photo cruise terms]

Canaveral Port Authority, Cruise Terminals Nos. 2 and 3 Wharf (28°24'33"N, 80°36'00"W): 1,403-foot face; 31.5 to 33 feet alongside; deck height, 10.5 feet; mooring cruise vessels; boarding passengers; owned and operated by Canaveral Port Authority. See USACE Port Series No. 16, Port ID 129.

Canaveral Port Authority, South Cargo Piers 1, 2, and 3 (28°24'36"N, 80°36'20"W): 1,615-foot face; 34 feet alongside; deck height, 10 feet; 108,000 square feet covered storage; 26 acres open storage; 2.5 million cubic feet cold storage; pipelines extend to storage tanks, 257,000-barrel capacity; roll-on/roll-off ramp at the east end of Pier 1; receipt and shipment of general cargo; receipt and shipment of petroleum products at Pier 3; receipt of paper products, asphalt; shipment of perishable food commodities; bunkering vessels; mooring pilot boats; owned by Canaveral Port Authority and operated by Canaveral Port Authority; Coastal Fuels Marketing, Inc.; and Mid-Florida Warehouses, Ltd. See USACE Port Series No. 16, Port ID 130.

Canaveral Port Authority, Tanker Berth No. 1 (28°24'34"N, 80°36'32"W): 45-foot face; 340 feet of berthing space with dolphins; 36 to 38 feet alongside; deck height, 10 feet; storage silo for 32,000 tons of cement; pipelines extend from wharf to storage tanks, 257,000-barrel capacity; receipt of petroleum products; asphalt, and cement; bunkering vessels; owned by Canaveral Port Authority and operated by Coastal Fuels Marketing, Inc.; Transtate Industrial Pipeline Systems, Inc.; and Continental Cement of Florida, Inc. See USACE Port Series No. 16, Port ID 131.

Canaveral Port Authority, Tanker Berth No. 2 (28°24'34"N, 80°36'37"W): 65-foot face; 340 feet of berthing space with dolphins; 38 feet alongside; deck height, 10 feet; pipelines extend from wharf to storage tanks, 250,000-barrel capacity; receipt and shipment of No. 6 fuel oil; owned by Canaveral Port Authority and operated by Transtate Industrial Pipeline Systems, Inc., and Exceltech Corp. See USACE Port Series No. 16, Port ID 132.

[Reserved photo south bank]

Canaveral Port Authority, South Cargo Pier 4 (28°24'32"N, 80°36'40"W): 400-foot face; 400 feet of berthing space; 38 feet alongside; deck height, 10 feet; open storage area at rear for about 25,000 tons of salt; receipt and shipment of general cargo; receipt of salt and paper products; shipment of perishable food commodities; owned by Canaveral Port Authority and operated by Canaveral Port Authority; Mid-Florida Freezer Warehouses, Ltd., and Cargill, Inc., Salt Division. (Tanker Berths 1 and 2, and South Cargo Piers 4 and 5 form a continuous berth, 1,247 feet long.) See USACE Port Series No. 16, Port ID 133.

Facilities on the north side of Inner Reach:

Canaveral Port Authority, North Cargo Piers 1 and 2 (28°24'45"N, 80°36'43"W): 1,260-foot face; 1,350 feet of berthing space with dolphins; 38 feet alongside; deck height, 10 feet; crawler cranes to 165 tons; roll-on/roll-off ramp at north end; receipt of containerized and roll-on/roll-off general cargo; receipt of salt; owned by Canaveral Port Authority and operated by Canaveral Port Authority; Morton International, Inc., and Mid-Florida Freezer Warehouses, Ltd. See USACE Port Series No. 16, Port ID 155.

[Reserved photo north bank]

Canaveral Port Authority, North Cargo Pier 3 (28°24'39"N, 80°36'47"W): 400-foot face; 400 feet of berthing space; 32 feet alongside; deck height, 10 feet; 600,000 square feet covered storage; receipt and shipment of general cargo; mooring vessels; owned and operated by Canaveral Port Authority. See USACE Port Series No. 16, Port ID 154.

CSR Rinker Materials Corp., Port Canaveral, North Cargo Pier 4 (28°24'39"N, 80°36'56"W): 400-foot face; 400 feet of berthing space; 34 feet alongside; deck height, 10 feet; one traveling gantry ship unloader, receipt of cement; mooring vessels; owned by Canaveral Port Authority and operated by CSR Rinker Materials Corp. See USACE Port Series No. 16, Port ID 153.

Canaveral Port Authority, Cruise Terminal 5 (northwest corner of West Basin): 565 feet of berthing space; 35 feet alongside; 59,000 square feet embarkation and baggage facility; mooring cruise vessels; boarding passengers; owned and operated by Port Canaveral Authority. See USACE Port Series No. 16, Port ID 147.

Canaveral Port Authority, Cruise Terminal 8 (south of Cruise Terminal 5): 800 feet of berthing space; 35 feet alongside; 70,000 square feet embarkation and baggage facility; mooring cruise vessels; boarding passengers; owned and operated by Port Canaveral Authority. See USACE Port Series No. 16, Port ID 146.

Canaveral Port Authority, Cruise Terminal 9&10 (south of Cruise Terminal 8): 724 feet of berthing space; 33.5 feet alongside; 75,000 square feet embarkation and baggage facility; mooring cruise vessels; boarding passengers; owned and operated by Port Canaveral Authority. See

USACE Port Series No. 16, Port ID 145.

1720 (U) Economic Characteristics

This section outlines the maritime economic characteristics for the Northeast and Eastern Central Florida. This section is organized as follows:

1721 (U) Fernandina, Florida, and Kings Bay, Georgia

Kings Bay is the home of U.S. Navy Submarine Group 10. Fernandina receives commercial containerized and break-bulk cargo. All bulk oil services are provided via the Intra-Coastal Waterway and are predominately heavy fuel oil for energy/pulp facilities. A limited number of inspected small passenger vessels operate from Fernandina for tourism and fishing. Fernandina is home to a significant commercial fishing vessel fleet.

The Port of Fernandina is Florida's northern-most natural deep water seaport serving the Southeastern United States and Gulf States. Major metropolitan areas served include Tampa, Orlando, Jacksonville, Atlanta, New Orleans and Houston.

The Port of Fernandina is a general cargo terminal, specializing in forest products, and a container terminal facility. The terminal is served by the CSX Rail Road including double stack container trains and all major regional and national truck companies. The Port of Fernandina is located very near the Interstate Highway System, only 14 miles from I-95 connecting to the east/west I-10 corridor.

The Port of Fernandina is located on Amelia Island within the City of Fernandina Beach. Two paper mills, Smurfit-Stone and Rayonier are adjacent to the port. In addition, twelve other paper mills as far north as Tennessee and Virginia serve the Port of Fernandina. The major commodidities include Kraft Liner Board, Wood Pulp and Lumber. In addition to breakbulk, the Port of Fernandina caters to the independent container liner services predominately serving the north/south trade lanes and the Caribbean. Major commodities include refrigerated and chilled cargos, auto parts, consumer goods and machinery.

With an eleven acre container terminal and 200,000 square feet of on port of warehouse space the port handles over 360,000 tons of breakbulk cargo and 24,000 TEUs of containers. Major trading partners include Venezuela, Colombia, Ecuador, Jamaica, Haiti, Dominican Republic, Brazil, Chile, Bermuda, Northern Europe and the Mediterranean. Domestically, Puerto Rico is a major trading partner.

1722 (U) Jacksonville, Florida

The port of Jacksonville contains Naval Station Mayport (NAVSTA), home of Navy Surface Group Two and other carrier groups, Marine Corps Blount Island Command, Naval Fuel Depot Jacksonville, and Naval Air Station Jacksonville (NAS). Several key bridges cross the St. Johns River in or near Jacksonville along strategic highway and railway routes. Approximately seven miles from the Mayport jetties lies Blount Island, the primary commercial port. A secondary commercial port (Talleyrand Terminal) lies approximately fourteen miles from the jetties near the population center. Together these port terminals account for over 7 million tons of cargo including 708,000 TEUs, over 500,000 automobiles, and delivered in over 1,500 deep draft vessel arrivals. Jacksonville is also the principal U.S. embarkation port for large barge-line service to the Caribbean, principally Puerto Rico. Commercial oil terminals and bulk reception facilities lye between these two terminals. Jacksonville is home to over 100 inspected small passenger vessels and a significant commercial fishing fleet, including a portion of the fleet based in the port of St.

Augustine.

1723 (U) Port Canaveral, Florida

Port Canaveral is the second busiest cruise port in the world, with six cruise terminals and two more on the drawing board. During fiscal year 2002, 3.8 million revenue cruise passengers passed through the Port's exquisite cruise terminals. During 2003, Norwegian Cruise Line will bring the *Dawn* to Port Canaveral. Carnival will replace the *Pride* with the new and larger *Glory*. Royal Caribbean will bring in the mammoth *Mariner of the Seas* to join *Sovereign of the Seas.* Also, 2-day cruises return with Ocean Club Cruises joining the Port's family of homeported ships. While the cruise industry continues to expand at Port Canaveral, the cargo business also is emerging as a major economic contributor to Central Florida. Last year, cargo had a total of 4.2 million short tons.

Foreign Trade Zone 136 at Port Canaveral, the world's first quadramodal zone, connects cargo by sea, land, air and space. It is among the largest general purpose zones in the country with 4,160 acres. It serves as a strong economic development tool, making local businesses more competitive in the international marketplace. Having the shortest direct entry on Florida's East Coast, Port Canaveral offers 45-minute transit time from the first sea buoy to docking.

Port Canaveral has two liquid bulk facilities and nine dry cargo berths with 6,976 feet of berthing space, including two Roll On/Roll Off (Ro/Ro) ramps available for its customers. Future plans call for the construction of additional cargo berths in the north cargo area.

Port Canaveral's South Cargo Piers 1, 2, 3 4 and 5 provide more than 3,200 feet of docks for petroleum, frozen and perishable food shipments and other general cargo. Covered dry freight storage capacity on port property totals 750,000 square feet. The Port's cargo tonnage in Fiscal Year 2002 ended with an ending volume of 4.2 million tons. A multi-year plan is underway to grow cargo tonnage at Port Canaveral and to meet the market demands of the future. A direct result of this diversification effort will be the development of a dry bulk conveyor system from the south cargo piers to a private terminal adjacent to the Port.

1730 (U) Area Charts and Maps

Northeast and Eastern Central Florida Area
St. Marys River and Fernandina, chart 11503
St. Johns River and Jacksonville, chart 11486
Intracoastal Waterway and Coastline, chart 11488-11481
Port Canaveral, chart 11478

1800 (U) Federal Maritime Security Coordinator (FMSC)

The U.S. Coast Guard Captain of the Port (COTP) is designated as the FMSC and charged with the responsibility of establishing an Area Maritime Security Committee (or equivalent Port Security Committees) and developing an AMS Plan. These security responsibilities are in addition to key responsibilities for traditional Coast Guard missions and are fundamental to the success of the maritime homeland security program. To accomplish the goals outlined in the Coast Guard's Maritime Security Strategy, the FMSC must rely on fellow federal, state and local representatives and the maritime area partners to assist whenever possible. See 33CFR103.

1900 (U) Links to Other Federal, State, and Local Governmental Security and Response Plans

This Area Maritime Security Plan is part of a comprehensive web of governmental security and response plans, and exists to supplement those plans to the extent that they do not fully address or draw together all elements necessary to guarantee the security of the maritime sector. Accordingly, this plan references other plans; the relationship to and contents of those plans are overviewed as follows:

1910 Federal Security and Response Plans
1920 Florida State and Local Security and Response Plans
1930 Georgia State and Local Security and Response Plans
1940 Vessel and Facility Security Plans

1910 (U) Federal Security and Response Plans

This section considers security and emergency response plans intended to support the operations of those federal agencies that might be called upon at any time to lead a multi-agency response to a terrorist act, or threat of a terrorist act, in the United States. The Federal Maritime Security Coordinator recognizes that many plans may be used during an incident, particularly by the private and public sectors, at local and regional levels, and that other federal plans may be implemented to support the plans included in this analysis. These plans are:

1911 DRAFT National Response Plan (NRP)
1912 U.S. Government Interagency Domestic Terrorism Concept of Operations Plan (CONPLAN)
1913 Federal Response Plan (FRP)
1914 Federal Radiological Emergency Response Plan (FRERP)
1915 National Oil and Hazardous Substances Pollution Contingency Plan (NCP)
1915 Department of Defense Plans

1911 (U) DRAFT National Response Plan (NRP)

[RESERVED]

1912 (U) U.S. Government Interagency Domestic Terrorism Concept of Operations Plan

Lead for development: Federal Bureau of Investigation

The CONPLAN provides overall guidance to federal, state, and local agencies concerning how the federal government will respond to a potential or actual terrorist incident or threat that occurs in the United States, particularly one involving weapons of mass destruction (WMD). The CONPLAN outlines an organized and unified capability for a timely, coordinated response by federal agencies to a terrorist threat or act. The mission of the CONPLAN is to establish conceptual guidance for assessing and monitoring a developing threat; notifying appropriate federal, state, and local agencies of the nature of the threat; and deploying the requisite resources to assist the Lead Federal Agency (LFA) in facilitating interdepartmental coordination of crisis and consequence management activities.

The U.S. Government Interagency Domestic Terrorism Concept of Operations Plan was developed based on the following authorities:

***Presidential Decision Directive 39*:** U.S. Policy on Counter-terrorism (PDD 39), issued June 1995,

addresses the U.S. policy on counter-terrorism. In this PDD, the United States takes a stand on the deterrence, response, and defeat of all terrorist threats and activity. Terrorist attacks, whether they occur domestically or elsewhere, will be regarded as a potential threat to national security, as well as a criminal act. Such actions will result in retaliation with appropriate U.S. force. PDD 39 iterates that the United States will pursue all efforts to "deter and preempt, apprehend and prosecute, or assist other governments to prosecute individuals who perpetrate or plan to perpetrate such attacks."

Presidential Decision Directive 62: Combating Terrorism (PDD-62), issued in 1998, strengthens the roles and responsibilities of the federal agencies in responding to and preventing terrorism. Some of the responsibilities include capturing and prosecuting terrorists; improving security of the airlines, waterways, and roads; and protecting the nation's computer-based systems that play an integral role in the U.S. economy. In order to reach these objectives, PDD 62 created the Office of the National Coordinator for Security, Infrastructure Protection and Counter-terrorism.

The CONPLAN designates FBI and FEMA, after consultation with DOJ, as leads for incidents involving terrorism, but it is not clear what role the "Lead" will play in coordinating other federal agencies' activities or in working with responders from the private sector and state and local governments. For example, while the CONPLAN designates FBI as the lead agency for crisis management, there is some confusion among federal support agencies as to whether FBI will coordinate all federal activities, or focus primarily on law enforcement matters and resolution of disagreements with or among other federal agencies. The working agreement under this Area Maritime Security Plan is that the FBI will coordinate federal maritime issues through the Federal Maritime Security Coordinate and under this AMS Plan.

1913 (U) Federal Response Plan, April 1999

Lead for development: Federal Emergency Management Agency

The FRP facilitates the delivery of all types of federal response assistance to states and territoriesof the United States to help them deal with the consequences of significant disasters. The plan outlines the planning assumptions, policies, concept of operations, organizational structures, and specific assignments of responsibility to the 27 signatory federal departments and agencies in providing response assistance to supplement the state, local, and territorial response efforts. The FRP consists of a Basic Plan, Emergency Support Function (ESF) Annexes, Recovery Function Annex, Support Annexes, Incident Annexes, Appendices and Figures. The 12 ESF Annexes provide guidelines for federal support for emergency needs. The annexes include the federal scope and policies, a description of the emergency situation and its implications, a concept of operations, the roles and responsibilities of lead and support agencies, and a glossary of applicable terms. The Terrorism Incident Annex is the first in a series of anticipated incident annexes.

The **Federal Response Plan** was developed on the basis of Public Law 93-288, also known as *the Robert T. Stafford Disaster Relief Act (Stafford Act)*. The Stafford Act provides the authority for the federal government to respond to disasters and emergencies in order to provide assistance to save lives and protect public health, safety, and property. Under the Stafford Act, the President is authorized to:

1. Establish a program of disaster preparedness that uses services of all appropriate agencies;
2. Make grants to states, upon their request, for the development of plans and programs for disaster preparedness and prevention; and
3. Ensure that all appropriate federal agencies are prepared to issue warnings of disasters to state and local officials.

1914 (U) Federal Radiological Emergency Response Plan

Lead for development: Federal Emergency Management Agency

The FRERP establishes an organized and integrated capability for timely, coordinated response by federal agencies to peacetime radiological emergencies. The FRERP provides the federal government's concept of operations based on specific authorities for responding to radiological emergencies, outlines federal policies and planning considerations on which the concept of operations of this plan and federal agency-specific response plans are based, and specifies authorities and responsibilities of each federal agency that may have a significant role in such emergencies. The plan contains two sections; the first includes background, considerations, and scope, and the second describes the concept of operations for response.

The Federal Radiological Emergency Response Plan was enacted based on the following two authorities:

Nuclear Regulatory Commission Authorization, Public Law 96-295, June 30, 1980, Section 304. This authorization requires the President to prepare and publish a "National Contingency Plan" (subsequently renamed the FRERP) to provide for expeditious, efficient, and coordinated action by appropriate federal agencies to protect the public health and safety in case of accidents at commercial nuclear power plants.

Executive Order (E.O.) 12241. This E.O. delegates to the Director of FEMA the responsibility for publishing the FRERP for accidents at nuclear power facilities and requires that it be published from time to time in the Federal Register. Executive Order 12241 has been amended by Executive Order 12657, FEMA Assistance in Emergency Preparedness Planning at Commercial Nuclear Power Plants.

The key issue concerning the relationship between this Area Maritime Security Plan, the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) and the Federal Radiological Emergency Response Plan (FRERP) is that all three plans apply simultaneously during radiological responses. Consequently, coordination during a radiological emergency is needed between the Federal departments and agencies that can potentially respond under these three plans. In general, the FRERP delegates control over terrorist radiological incidents to the Environmental Protection Agency as LFA. The EPA then considers the issue to be managed under the National Contingency Plan, and as agreed between the Coast Guard and EPA in a Memorandum of Agreement, the Coast Guard will serve as the Federal On-Scene Coordinator in the Coastal zone. Therefore radiological incidents will normally (initially) be considered the responsibility of the USCG FOSC who is also the Federal Maritime Security Coordinator. The FMSC may petition the EPA under the existing MOU to take control of any specific incident and serve as the FOSC; such option may be exercised depending upon the scope of the FOSC/FMSC's involvement in other security-related issues for the area outside the immediate site of the radiological response.

1915 (U) National Oil and Hazardous Substances Pollution Contingency Plan

Lead for development: Environmental Protection Agency

The NCP describes the framework for the federal government's response to both discharges of oil and releases of hazardous substances, pollutants, and contaminants in the United States and its territories. It also provides for overall coordination in the event of such spills among the hierarchy of responders and contingency plans. The NCP establishes the NRT to provide national-level support for On-Scene Coordinators; coordinates a national program of preparedness, planning, and response; and facilitates research to improve response activities. EPA chairs the NRT. The plan also establishes RRTs to coordinate preparedness, planning, and response at the regional level and at the local (area) level in the inland zone.

The National Oil and Hazardous Substances Pollution Contingency Plan was first developed and published in 1968 in response to a massive oil spill from the oil tanker Torrey Canyon. The NCP provides the

organizational structure and procedures for preparing for and responding to discharges of oil and releases of hazardous substances, pollutants, and contaminants. The NCP is required by section 105 of the Comprehensive Emergency Response, Compensation, and Liability Act of 1980 (CERCLA), Public Law Number 96-510 (Title 42 USC Section 9601 et seq.), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), Public Law 99-499 (42 U.S.C. 9662 et seq.) and by section 311(d) of the Clean Water Act (CWA), as amended by the Oil Pollution Act of 1990, Public Law 101-380 (33 U.S.C. 2701 et seq.; 104 Stat. 484).

Three executive orders have implications for hazardous materials: Executive Order 12088, Federal Compliance with Pollution Control Standards, as amended by Executive Order 12580, Superfund Implementation, as amended by Executive Order 12777 (56 FR 54757, October 22, 1991), Implementation of Section 311 of the CWA, as amended. In the Executive Order 12088, the President delegated to the head of each Executive agency the responsible for ensuring that all necessary actions are taken for the prevention, control, and abatement of environmental pollution with respect to Federal facilities and activities under the control of the agency. In Executive Order 12580, the President delegated to various Federal officials the responsibilities for implementing the CERCLA as amended by SARA. In Executive Order 12777, the President delegated to EPA the responsibility for the amendment of the NCP. Amendments to the NCP are coordinated with members of the NRT prior to publication for notice and comment. The NCP is applicable to response actions taken pursuant to the authorities under CERCLA and section 311 of the CWA, as amended.

1916 (U) Department of Defense Plans

Representatives from DOD participated in the development of this report. Plans and directives, such as the US NORTHCOM Campaign Plan 2525-01 (FOUO); DOD Directive 3025.1; and JCS CONPLAN 0300/0400 of DOD were also considered as candidates for the analysis but were determined, like plans from the Department of Health and Human Services (HHS) and others, to fall into the category of plans or directives that assist responders acting in support of the federal lead operating under one of the four plans being reconciled in this analysis, and thus were not included.

DOD would normally respond in a support role in any federal government response to a terrorist incident in the United States. Under certain scenarios, however, DOD elements could be called upon under their Homeland Defense Mission to take tactical lead in neutralizing a terrorist threat approaching or already within U.S. jurisdiction. It is also possible that these same DOD elements may need to interact with other federal agencies and local responders operating at the scene of an incident under the plans being reconciled in this report. Procedures need to be developed to ensure DOD and other response organizations have secure communication, positive coordination, and as appropriate, transfer of information to make effective tactical decisions.

1920 (U) Florida State and Local Security and Response Plans

The State of Florida and each county within the state maintain both a Cemprehensive Emergency Management Plan (CEMP - used by the Emergency Management community at State and County Emergency Operations Centers) and a Health Department Emergency Operations Plan. These plans (at both the state and county level) are the counterparts of this Area Maritime Security Plan. Within the county and state CEMPs, annexes related to various contingencies contain procedures and processes relevant to both prevention and responses under this plan. Similarly, the County EOP outlines processes and procedures for dealing with health crises, whether naturally occurring outbreaks or bioterrorism. In addition to the mandatory contingency annexes, many counties have developed recommended annexes based on their county's perceived emergency management needs. Both required and

optional/recommended elements of the CEMPs and EOPs are outlined below. Future versions of this plan will include direct links to the various florida county CEMP annexes related to the AMSP, and a brief overview of those annexes sufficient to understand the link to the AMSP.

	State of Florida	County Emergency Management	County Health Department
REQUIRED PLANS AND PRCOEDURES			
Comprehensive Emergency Management Plan (CEMP)	X	X	
Emergency Operations Plan (EOP)			X
Terrorism Plan/Annex	X	X	
Mitigation Plan			
Emergency Operations Center Standard Operating Guidelines (EOC/SOG)	X	X	
Hazardous Materials Response	X	X	
RECOMMENDED PLANS AND PROCEDURES			
Hurricane Evacuation & Re-entry Plan	X	X	
Special Needs Plan (developed jointly with EM and HD)		X	X
Host Sheltering	X	X	
Bioterrorism Response		X	X
Temporary Housing	X	X	
Impact Assessment		X	
Damage Assessment		X	
Resource Management		X	
Volunteers & Donations Management	X	X	
Mass Casualty Incident Management		X	
Continuity of Government	X	X	

1930 (U) Georgia State and Local Security and Response Plans

[RESERVED]

1940 (U) Vessel and Facility Security Plans

[RESERVED]